

**City of Wichita  
City Council Meeting  
December 10, 2024**

**TO:** Mayor and City Council

**SUBJECT:** Downtown Parking Plan Implementation Strategy

**INITIATED BY:** City Manager's Office – Development Services

**AGENDA:** Unfinished Council Business

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**Recommendation:** Approve an implementation strategy for the Downtown Parking and Mobility Management Plan.

**Background:** On October 20, 2009, the City Council approved the Downtown Parking and Mobility Management Plan (2009 Plan). The 2009 Plan built upon the work that was done in the [2007] Parking and Mobility Master Plan and provided a comprehensive set of recommendations for creating a vertically integrated parking system for six districts downtown, including the Government District, Old Town District, Arena District, WaterWalk District, Delano District, and Century II District. The recommendations are based on a set of guiding principles that were established with input from key stakeholders and a survey of the current landscape of downtown. On December 14, 2010, the City Council adopted Project Downtown: The Master Plan for Wichita (2010 Project Downtown Plan). As part of the 2010 Project Downtown Plan, one of the recommendations for expanding transportation choices included implementation of the Downtown Parking and Mobility Master Plan. Over the last 15 years, Wichita has attempted to balance the costs associated with operations and maintenance of the parking system with effective parking management practices. Unfortunately, the City has thus far struggled to achieve that balance.

Subsequently, on November 7, 2017, the City Council approved a grant agreement with the Wichita Area Metropolitan Planning Organization (WAMPO) to develop a more comprehensive Parking and Multimodal Plan (Plan). Over the following 18 months, Wichita residents and stakeholders provided input on parking and mobility in multiple ways, including:

- Six focus group meetings were held in various neighborhoods including Old Town, Delano, the Douglas Design District, and the downtown core;
- A Plan Steering Committee was appointed which consisted of community and City Council representatives, and it held six meetings and workshops;
- Six meetings were conducted with the Technical Advisory Committee including four in-depth work sessions;
- Findings were presented at two open house events; and,
- An online public survey was used for broader community feedback with approximately 900 responses received.

The pandemic interrupted this work in 2020 just as the draft Plan was being presented to the District Advisory Boards (DAB). In 2022, the City Council appointed/re-appointed the Steering Committee to refresh the Plan and prepare it for presentation to the City Council for review and consideration. In the

fall of 2022, a renewed stakeholder engagement process began, with presentations to 11 different advisory committees and boards. From October 6, 2022, through February 9, 2023, the Plan was presented to and received recommendations for approval from the Metropolitan Area Planning Commission (MAPC) and each of the six DABs. The City of Wichita Parking and Multimodal Plan (2019 Plan) was ultimately endorsed by the City Council on March 21, 2023.

Following endorsement of the 2019 Plan, staff immediately started working on action items necessary to implement the strategies identified in the plan. The first involved code changes and on January 2, 2024, the City Council approved amendments to Charter Ordinance 237 and Title XI of the Code of the City of Wichita, Kansas (Code), generally referred to as the City's parking and traffic ordinances. The second action item required approval of an operator agreement and on June 11, 2024, City Council approved an Amended and Restated Operations and Management Agreement with The Car Park (TCP).

However, on August 13, 2024, the City Council moved to delay the purchase of parking meters, effectively delaying continued implementation of the Plan until additional community engagement could be conducted. Over the next several weeks, staff participated in the following community events:

- August 10, 2024 from 8:00am to 1:00pm at the Farm & Art Market;
- August 12, 2024 at 1:00pm at the Greater Wichita Partnership;
- August 12, 2024 at 4:00pm at The Vale;
- August 15, 2024 at 2:00pm at KMUW;
- August 21, 2024 at 9:00am at Senior Services of Wichita;
- August 21, 2024 at 1:00pm at Keycentrix;
- August 22, 2024 at 5:00pm at Senior Services of Wichita;
- August 26, 2024 at 10:00am as part of the Wichita Area Metropolitan Planning Organization Technical Advisory Committee meeting;
- August 26, 2024 at 6:00pm at Norton's Brewing Company;
- August 28, 2024 at 10:00am as part of the Wichita/Sedgwick County Access Advisory Board meeting; and,
- August 29, 2024 at 5:30pm at the Kansas Leadership Center (hosted by the Wichita Chamber of Commerce).

On September 10, 2024, staff returned to the City Council with a request to receive and file a Parking Plan status report. Following the September 10, 2024, City Council meeting, and after collating feedback, staff participated in two additional community meetings on October 28, 2024, and again on November 7, 2024, to share its review and analysis of the recommendations and any proposed adjustments to the implementation strategies as a result of that feedback.

On November 19, 2024, staff presented five implementation options for City Council consideration. Following an in-depth discussion, City Council deferred this item to December 10, 2024, to look closer at Option A, Option E, or some combination of the two.

**Analysis:** After evaluating variations of Option A and Option E staff has identified three variations of each option and a variation that focuses on the boundaries of the Self Supported Municipal Improvement District (SSMID) only. The following table has been prepared to illustrate Option A, Option E and the variations of each:

	A	A-1	A-2	A-3/E+3	E+2	E+1	E		A-SSMID
Delano O&M	M/P	M/P*	N/A	N/A	N/A	N/A	N/A		N/A
Delano Enforcement	M/P	TL*	TL	TL	N/A	N/A	N/A		N/A
Delano Capital	M/P	M/P*	N/A	N/A	N/A	N/A	N/A		N/A
Downtown O&M	M/P	M/P	M/P	M/P	M/P	M/P	M/P		M/P
Downtown Enforcement	M/P	M/P	M/P	M/P	M/P	M/P	M/P		M/P
Downtown Capital	M/P	M/P	M/P	M/P	M/P	M/P	M/P		M/P
Old Town O&M	M/P	M/P	M/P	C1/C2**	C1/C2**	C1/C2	C1/C2		M/P
Old Town Enforcement	M/P	M/P	M/P	TL	TL	TL	N/A		M/P
Old Town Capital	M/P	M/P	M/P	C1/C2**	C1/C2**	N/A	N/A		M/P

M/P - Meters/Pricing

N/A - Not Applicable

TL - Time Limits

\* Install meters now; activate meters upon HUB opening; enforce time limits in the interim

\*\* Recover greater revenues to cover capital and enforcement costs

In summary, Option A, implements the strategies in the 2019 Plan with some modification. More specifically, Option A expands the plan boundaries to include those blocks that connect the various subdistricts that make up Delano, Downtown, and Old Town. These boundaries are more accurately depicted on the attached map.

The hours of operation are Monday through Thursday from 8:00am to 6:00pm, and on Fridays and Saturdays from 8:00am to 9:00pm.

Under Option A, fees will be charged at a flat rate of \$0.75 per hour across the system. In lieu of hourly charges, a daily rate of \$5.00 will be offered in parking lots and \$10.00 in parking structures. In lieu of daily rates, users can enter into agreements with the City and pay monthly rates of \$35.00 per space per month in parking lots and \$70.00 per space per month in parking structures. Outside of the aforementioned hours of operation there will be no charge for parking. And, over the course of the first year, staff will collect data on demand and occupancy and after the first full year in operation, return to the City Council with a recommendation to adjust rates, if necessary.

The following exceptions to the rate structure apply:

- Accessible (i.e. handicap) parking;
- Loading and ride-share designated parking;
- 15-minute designated parking [with a registered session];
- Event parking which includes those on-street parking spaces and off-street lots and structures currently utilized for event parking and within three blocks of Century II Performing Arts & Convention Center, the Intrust Bank Arena, and the Riverfront Stadium; the City will continue to charge for parking, at event rates, regardless of the hours of operation previously mentioned;
- Special events, such as the Farm & Art Market, which may petition the City Council as part of the approval process, to make adjustments to parking rates to support the event. Staff will evaluate

the request, the impact it will have on the Fund, and make a recommendation for or against the request. For example, from 8:00am to 1:00pm on Saturday's from April through December those parking zones within two blocks of the Farm & Art Market may have an hourly rate of \$0.00; and,

- Existing parking management systems outside of the boundaries depicted on the attached boundary map (e.g. parking at and around City Hall (i.e. the Government District)) will continue as they currently operate).

Option A-1 has all the features of Option A, with the exception of alternative parking management (i.e. time limit enforcement) in Delano until completion and opening of the new Multi-Modal Facility (HUB) currently being constructed in Delano at the southwest corner of South Sycamore Street and West Texas Avenue. More specifically, Option A-1 considers acquisition and installation of meters in Delano now but only activates meters and subsequent pricing upon completion and opening of the HUB. Until such time as the HUB is completed and opened, only time limits in Delano would be enforced. Option A-1 does not alter any other implementation strategies contemplated in Downtown or in Old Town as previously presented in Option A. This Option would require a flat rate of \$1.00 per hour across the system to be financially viable.

Option A-2 has all the features of Option A, with the exception of alternative parking management (i.e. time limit enforcement) in Delano for the foreseeable future. More specifically, unlike Option A-1, Option A-2 does not contemplate acquisition and installation of meters in Delano at this time but does introduce enforcement of time limits. Option A-2 does not impact the City's ability to charge for parking at the HUB or in other parking structures being constructed in Delano in the future. Also, Option A-2 does not alter any other implementation strategies contemplated in Downtown or in Old Town as previously presented in Option A. This Option would also require a flat rate of \$1.00 per hour across the system to be financially viable.

Option A-3/E+3 has all the features of Option A with the exception of alternative parking management (i.e. time limit enforcement) in both Delano and Old Town. Option A-3/E+3 does not contemplate acquisition and installation of meters in either Delano or Old Town at this time but does introduce enforcement of time limits in each. Option A-3/E+3 does not impact the City's ability to charge for parking at the HUB or in other parking structures being constructed in Delano in the future. Also, Option A-3/E+3 has all the features of Option E with the addition of recovering greater revenues from property owners and/or tenants in Old Town from either an increase in rates for the parking agreements, a larger Community Improvement District (CID) sales tax percentage, or some combination of the two, and enforcing time limits only in Old Town. Lastly, Option A-3/E+3 does not alter any other implementation strategies contemplated in Downtown as previously presented in either Option A or Option E except for timing (i.e. acquisition and installation of meters would not be deferred to 2026 but rather acquired and installed immediately). This Option would require parking rates over \$2.00 per hour to be financially viable.

Option E+2 has all the features of Option E with the addition of recovering greater revenues from property owners and/or tenants in Old Town from either an increase in rates for the parking agreements, a larger Community Improvement District (CID) sales tax percentage, or some combination of the two, and enforcing time limits only in Old Town. Greater revenues would include contributions for costs associated with enforcement and capital outlay. Option E+2 does not alter any other implementation strategies contemplated in Downtown as previously presented in Option E except for timing (i.e. acquisition and installation of meters would not be deferred to 2026 but rather acquired and installed immediately). And, Option E+2 excludes Delano. Again, this Option would require parking rates over \$2.00 per hour to be financially viable.

Option E+1 has all the features of Option E with the addition of enforcing time limits only in Old Town. Option E+1 does not increase the contribution from property owners and/or tenants in Old Town. Property owners and/or tenants would still need to agree to either an increase in rates for the parking agreements, a petition to the City Council to establish a Community Improvement District (CID) sales tax, or some combination of the two. Option E+1 does not alter any other implementation strategies contemplated in Downtown as previously presented in Option E except for timing (i.e. acquisition and installation of meters would not be deferred to 2026 but rather acquired and installed immediately). And, Option E+1 excludes Delano. This Option is also not feasible without hourly rates in excess of \$2.00 per hour.

Option E, introduces a phased approach. It draws from some of the suggestions made during the August community meetings and from concepts included in the other options. More specifically, the City would enhance operations and maintenance on lots and garages (i.e. enhance cleanliness and safety) in 2025, introduce higher rates on lots and in garages in 2025 to offset some expenses, and then introduce parking meters in the downtown core in 2026. There would be no metered parking or time limits in Delano, and parking management would be reevaluated after the Hub opening in Delano. There would be no metered parking or time limits in Old Town either but Old Town property owners and/or tenants would be required to cover those costs associated with O&M and some capital needs as contemplated in Option C.

As suggested, the boundaries of the parking district will be adjusted to exclude areas west of the Arkansas River. The hours of operation will remain the same. Rates would be increased from \$0.75 per hour to \$3.00 per hour in parking lots and structures only in 2025 and \$3.00 per hour on-street beginning in 2026. In lieu of hourly charges, a daily rate of \$18.00 will be offered in parking lots and \$22.00 in parking structures. All other exceptions will remain the same. The high hourly rates for on-street parking make this Option infeasible.

Lastly, during the City Council discussion on November 19, 2024, there were numerous references to the SSMID. Subsequently, there is a variation that just focuses on implementation within the boundaries of the SSMID. The SSMID option also represents a hybrid of Option A and Option E. More specifically, like Option E, Delano is excluded and the boundaries of the parking district will be adjusted to exclude areas west of the Arkansas river. The adjustment coincides with the boundaries of the SSMID. The SSMID option does not impact the City's ability to charge for parking at the HUB or in other parking structures being constructed in Delano in the future. The SSMID option does not alter any other implementation strategies contemplated in Downtown as previously presented in either Option A or Option E except for timing (i.e. acquisition and installation of meters would not be deferred to 2026 but rather acquired and installed immediately). Lastly, the SSMID option has all the features of Option A in Old Town.

At \$1.00 per hour, this Option is financially viable and provides revenue to cover future capital needs of the system. If property owners in Old Town wish to maintain the existing arrangement, they would be required to petition the City Council to establish a CID, levy an additional 2% sales tax, and increase all other non-retail payment-in-lieu-of parking agreements to \$15.00 per space per month. The revenue generated from these actions would finance operations, maintenance, security and enforcement of time limits in Old Town, for both on-street and off-street parking in the public parking lots and structures.

Additionally, in response to requests for information regarding estimates of "how much revenue has been lost by the failure to increase the Old Town parking agreements since their initial approval," an audit was conducted by the City Auditor and since 1999, an average of \$532,212.67 per year has not been realized. It's been suggested by some of the individuals involved at the time, that the original intent of the rate increases were tied to a 15 year term and that removal of the rate increases, or decision to not implement the rate increases, was based on an agreement to pay a fixed rate in perpetuity; these claims cannot be

corroborated nor can we find any City Council action to support the same.

In response to requests for information regarding parking inventory, attached is a map illustrating the location of on-street parking and off-street parking lots and structures as they have been contemplated as part of the various implementation strategies.

**Financial Considerations:** Staff has identified approximately \$18,000,000 in improvements. Attached is a draft schedule of those improvements. Funding for these improvements have also been identified as follows:

Ongoing Projects	
Public Safety:Fire RMS System – CLOSED	\$ 280,000
Stormwater:Floodplain Mitigation – CANCELLED	\$ 5,000,000
Streets:Arterial Sidewalks 2020 – UNINITIATED	\$ 20,000
Streets:Arterial Sidewalks 2024 – UNINITIATED	\$ 900,000
Streets:Ped Crossing Enhancements 2024 - UNINITIATED	\$ 300,000
Future Projects	
Park and Recreation:Forestry Parking Lot (2027) - DELAYED	\$ 1,500,000
Streets:Arterial Sidewalks (approximately \$375,000 Annually) - ADJUSTED	\$ 3,750,000
Streets:Traffic Signalization (approximately \$625,000 Annually) - ADJUSTED	\$ 6,250,000
Total	\$ 18,000,000

For year one, revenues associated with Option A-SSMID are anticipated to be approximately \$3,566,647 and expenses are anticipated to be approximately \$3,114,000. This would result in a net gain of approximately \$452,645 after year one which will be used for future capital expenses. The table attached hereto and incorporated herein as Exhibit A shows the anticipated revenues and expenses over the next three years for each of the options.

**Legal Considerations:** Amendments to the existing Amended and Restated Operations and Management Agreement will be required.

**Recommendations/Actions:** It is recommended that the City Council approve Option A-SSMID.

**Attachments:** Boundary Map; SSMID Boundary Map; Inventory Maps; Deferred Maintenance Schedule; Exhibit A